



HN-234.1*
DN-181.1*
EN-73.1*
FN-60.1*

SERVICE BULLETIN

DATE: 10 SEPTEMBER 1992
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* Supersedes * Supersedes Service Information Notices HN-234, DN-181, EN-73 and FN-60, dated 17 January 1992.

INSPECTION/REWORK OF FUEL VENT SYSTEM

SUMMARY: A MD Helicopters, Inc. (MDHI) investigation has revealed that an internal component of the 369H8108 fuel vent line emergency shutoff valve (rollover valve) is subject to possible degradation over time. As a result, it is possible for the aircraft fuel vent system to become obstructed resulting in potential erroneous fuel level indications on the cockpit fuel gauge. This possible obstruction occurs when the weight component of the valve assembly slides down the shaft that it is mounted on and becomes lodged in the vent tube opening, subsequently closing the valve (see Figure 1). Therefore, MDHI is requiring operators to perform an inspection of the fuel vent system and eventual replacement of the fuel vent emergency shutoff valve assembly with an acceptable configuration.

PURPOSE: To ensure the proper operation of the fuel vent line emergency shutoff valve.

MODELS AFFECTED: All MDHI 369H Series, 369D, 369E (Serial No. 0001E thru 0508E) and 369F or 369FF (Serial No. 0003 thru 0091) Series Helicopters equipped with 369H8108, 369H8108-501 or 369H8108-503 fuel vent line emergency shutoff valves are affected by the requirements of this Notice.

TIME OF COMPLIANCE: CONDITION I – Helicopters with less than 2400 hours are not affected by the requirements of **PART I** of this Service Information Notice unless experiencing one of the conditions listed below (items 1 thru 3). Helicopters with more than 2400 hours shall accomplish the requirements of **PART I** within the next 100 hours of operation after receipt of Notice and at each subsequent 100 hours not to exceed 600 hours until the requirements of **PART II** have been accomplished.

PART I shall also be accomplished on any aircraft if any of the following conditions exist:

1. Erroneous fuel indications are suspected.

(I) Denotes portion of text added or revised.

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NOTE

It is the responsibility of the pilot to have an accurate understanding of the actual fuel level and fuel consumption rate during operation of their individual aircraft. Never use the FUEL LOW light as a working indication of fuel quantity.

2. Rapid air displacement occurs when the fuel cap is removed within five minutes after operation of the aircraft.
3. Fuel quantity indication does not decrease at normal rate below 250 lbs.

NOTE – The 100/300 hour fuel vent inspection requirements in the maintenance manual remain in effect.

CONDITION II – Helicopters with less than 2400 hours shall accomplish the requirements of **PART II** at 3000 hours of operation. Helicopters with more than 2400 hours of operation shall accomplish **PART II** within the next 600 hours of operation.

ASSEMBLY/COMPONENTS AFFECTED BY THIS NOTICE: 369H8108, 369H8108–501 and 369H8108–503 fuel vent line emergency shutoff valves.

REFERENCE PUBLICATIONS:

- 369H Basic HMI (CSP-H-2) Revised 15 June 1990
- 369D/E/F/FF HMI (CSP-HMI-2) Revised 24 August 1992

PARTS/SUPPLIES			
Nomenclature	Part No.	Qty.	Source
Fuel vent line emergency shutoff valve	369H8108-505	1	MDHI
Reworked fuel vent line emergency shutoff valve	369H8108M, 369H8108-501M or 369H8108-503M	1	Approved rework facilities, contact MDHI for approved sources

AIRCRAFT INSPECTION AND/OR REWORK PROCEDURE:

PART I - FUEL VENT LINE EMERGENCY SHUTOFF VALVE INSPECTION

- a. Remove the vent tube emergency valve assembly per the applicable maintenance manual.
- b. Inspect vent tube emergency shutoff valve for condition. Valve should be open when held vertical. Valve should be closed when held in the 45 deg. from vertical position. While held in the 45 deg. position blow in the valve assembly and check that valve is closed. Valve shall open when returned to the 25 deg. position from the 45 deg. position. Replace obstructed assemblies with a 369H8108-505 assembly or reworked 369H8108M, 369H8108-501M or 369H8108-503M.

NOTE -Do not use compressed air to blow into vent tube.

- c. Holding the vent tube in an upright position (0 deg. vertical), inspect tube opening shown in Figure 1 using a pen-light. Ensure tube is not obstructed. Replace any obstructed vent/tube assemblies with a 369H8108-505, 369H8108M, 369H8108-501M or 369H8108-503M vent/tube assembly.

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NOTE

369H8108-505 fuel vent line emergency shutoff valves have an improved valve weight attachment design which will not allow the weight assembly to slide down the shaft that it is mounted on thus preventing the valve weight from obstructing the fuel vent system (see Figure 1). The 369H8108M, 369H8108-501M and 369H8108-503M have been modified to incorporate the improved weight attachment design.

- d. Install fuel vent emergency shutoff valve assembly per the applicable maintenance manual.
- e. Record compliance to **PART I** of this Notice in the compliance record section of the helicopter Log Book.

PART II - FUEL VENT LINE EMERGENCY SHUTOFF VALVE REPLACEMENT

- a. Remove 369H8108, 369H8108-501 or 369H8108-503 fuel vent line emergency shutoff valve from affected helicopters per the applicable maintenance manual.
- b. Install a 369H8108-505, 369H8108M, 369H8108-501M or 369H8108-503M fuel vent line emergency shutoff valve per the applicable maintenance manual.
- c. Record compliance to **PART II** in the compliance record section of the helicopter Log Book.

WEIGHT AND BALANCE: N/A.

POINTS OF CONTACT:

For further information, contact your local MDHI Field Service Representative (refer to the latest revision of the Product Support handbook for address and telephone numbers) or contact the Field Service Department at MDHI, Mesa, Arizona. Telephone: 1-800-445-1516 or (602) 891-6342.

FAA Approval: The design engineering aspects of this notice have been shown to comply with the applicable Federal Aviation Regulations, and are FAA approved.

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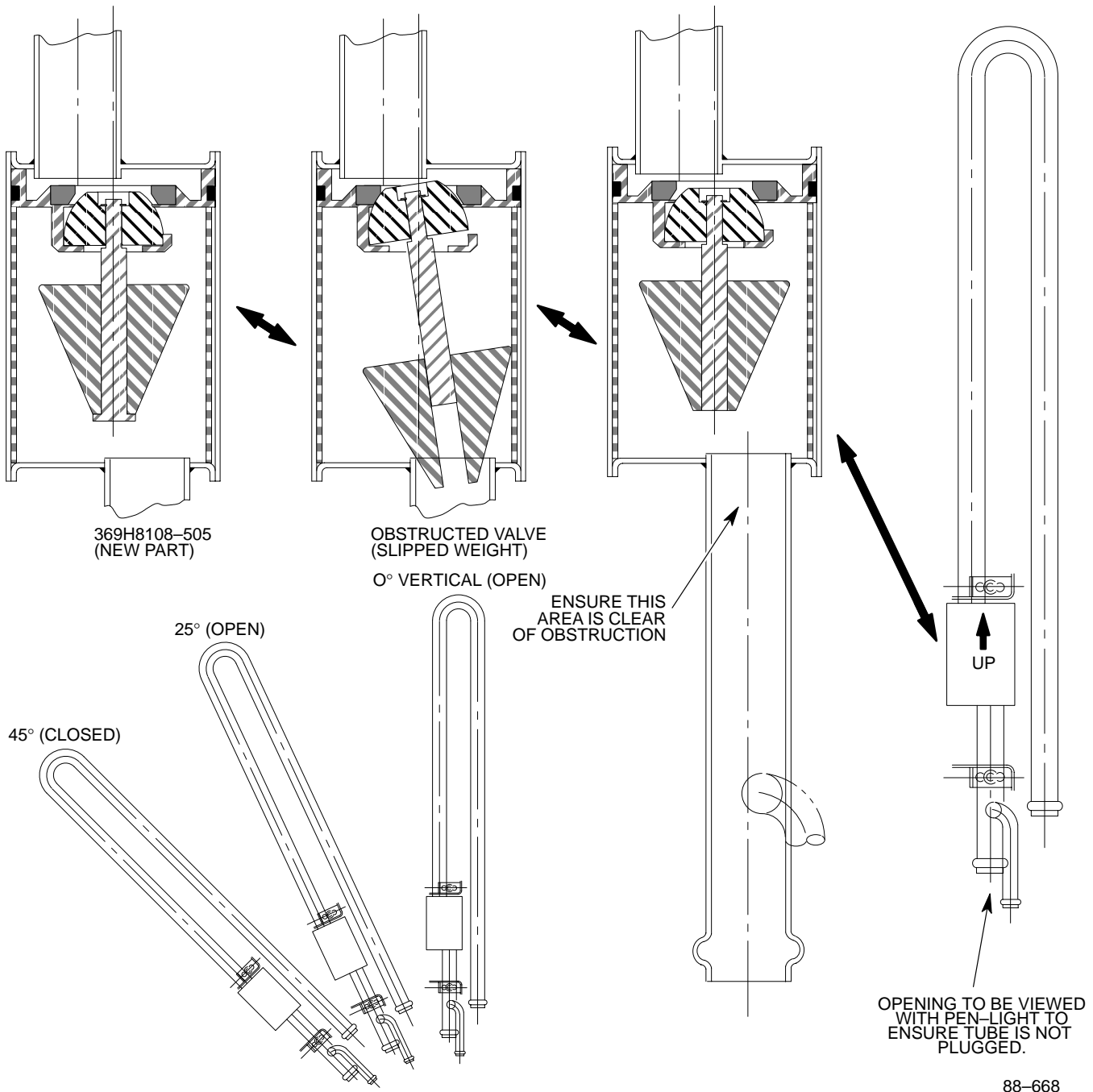


Figure 1. Inspection/Rework of Fuel Vent System.

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